If the Men Do Not Soon Return, They'll Open War on the Offending Unions -Building Trades Alliance, Which Started the Trouble, May Break Up.

The Building Trades Employers' Association has taken a hand in the subway strike, and if it does not end in the next two days is likely to take action which will not only end the strike but demoralize the Building Trades Alliance, which is

Some of the men who struck in the subway are employed by members of the association. These include the electrical workers and the carpenters, and a general lock out of both trades all over the city may be ordered. The employers say that the strike is in violation of the arbitration agreement. The tile layers, who have not struck, have pulled out of the Building

agreement. The this layers, which are the stations is held by J. Odell Whitnack, a member of the employers' association, who had ten members of the Brotherhood of Carpenters at work on the subway and was about to put on a larger force when the strike occurred. He attended the meeting of the general arbitration board of the association on Tuesday night and lodged a complaint against the carpenters. Another meeting will be held to-morrow, when definite action will be agreed on. The men employed by the Tucker Electric Company which is a member of the employers' association, have also struck.

A meeting of the Electrical Workers' Union will be held this week at which it is thought the strike of its members may be declared off. Such action would end their connection with the alliance. The carpenters, who have been at work just a week since the last general lockout, are likely to do the same.

to do the same.

The alliance held a stormy meeting yesterday afternoon at Peper's Hall, Sixtyseventh street, near Third avenue. Several delegates left before the meeting was eral delegates left before the meeting was over, among them James Daly of the tile layers. He said the members of his union would remain at work in the subway, and later it was learned that his union had left

the alliance.

('hief Engineer L. F. Deyo of the subway said yesterday that the only strike at the power house was that of electrical workers, who were putting in the lights.

"The subway will not be finished for some time," he continued, "but there will be ample power with the four machines installed to meet all demands until it is finished. It will be turned over to the recent of the subway and scale of the second of the subway on schedule time, and operating company on schedule time, and if the electric lights are not in we can use

The 1,500 members of the Brotherhood of Painters were all working yesterday and their work is to be finished by Monday Though the strike was ordered to force the contractors to give 50 per cent. of the work to the Amalgamated Painters' Society, a number of Amalgamated men also have brotherhood cards and are working in the

RETALIATION ON MARBLE WORKERS ALSO. The general arhitration board of the Building Trades Employers' Association yester-day, for the second time, ordered the marble workers who are on strike in the Hall of Records to return to work. The Marble of Records to return to work. The marine Industry Employers' Association will meet this week to hear the reports, and if the strike is not ended before the end of the week a general lockout of 8,000 marble workers, including cutters, polishers, rubbers and helpers, will be ordered.

The marble workers come under the

helpers, will be ordered.

The marble workers come under the arbitration agreement of the Building Trades Employers' Association, and the strike is a violation of the agreement.

SAYS BROKERS ANNOY HIM. Pullen Called Up at Night by 'Phone, and Dead Cats Sent to His Office.

Charles D. Pullen, a broker of 2 Stone street, was the complainant in the Tombs court yesterday against George Jacques of 93 Flatbush avenue, Brooklyn, whom he accuses of following him around and in other ways annoying him.

in other ways annoying him.

Pullen told Magistrate Breen that he had brought a criminal action against three "brokers" for conversion of stock and larceny. Since then, he said, Jacques and others had followed him on the street, called him out of bed at unusual hours of the circulations are street, the control of the co the night to answer fake telephone messages, and sent dead dogs and cats, neatly crated, to his office.

Jacques denied all participation in these acts. He was released in \$300 bail for further examination Sept. 1.

#### MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAT. Sun rises.....4:51 Sun sets.....7:21 Moon rises. 7:58

RIGH WATER—TRIS DAY.

Sandy Hook..8:13 Gov. I'd.....8:45 Hell Gate...10:38 Arrived-WEDNESDAY, July 27.

Arrived—Wednesday, July 27.

Sa Teutonic, Liverpool, July 20.

Sa Pennsylvania, Hamburg, July 16.

Sa Napolitan Prince, Naples, July 12.

Sa Phoebus, Shields, July 15.

Sa Fert, Genoa, June 20.

Sa Eastern Prince, Pernambuco, June 14.

Sa Advance, Colon, July 20.

Sa Katle, Baracoa, July 22.

Sa Tafi, Banes, July 22.

Sa Cape Antibes, Caibarien, July 22.

Sa Sabine, Motile, July 19.

Sa Blisud, Galveston, July 21.

Sa Hamilton, Norfolk, July 25.

Sa Jumestown, Norfolk, July 25.

Sa Bluefields, Baltimore, July 26.

Sa Gludshoro, Philadelphia, July 26.

Bark L. A. Van Romonot, Connetable Island, July 2.

Sa Pretoria, from New York at Dover. Ss Majestic, from New York at Liverpool.

Se Kaiser Wilhelm II., from Cherbourg for New ork. Ss Baltic, from Liverpool for New York. Ss Carpathia, from Queenstown for New York Ss St. Paul, from Southampton for New York

OUTGOING STEAMSHIPS.
Sail To-day.
Mails 10 00 A M El Mar, Galveston... Tjomo, Yucatan Sabine, Brunswick. Apache, Charleston Jefferson, Norfolk. 

ra Sixio, New Orleans	8 00 P M	the
El Sud, Galveston	3 00 P M	price
City of Atlanta, Savannah	3 00 P M	
Monroe, Norfolk	3 00 P M	ipula
Management of the second secon		adva
INCOMING STEAMSHIPS.	en yes	
Due To-day.		porte
Pannonia	July 18	a co
City of Memphis Savannah	July 25	leavi
Deutschland	fuly 21	
Llandaff City Swansea	July 14	to lo
Jenny	Tuly 14	There
San Marcos	July 21	which
Due To-morrow.		
GermaniaNaples	Factor 44	Goule
tty of MaconSavannah	July 16	a du
El Cid	uly 27	
Pl Dorado Galveston	July 24	opera
British King Antwerp	duly 28	certa
ComancheJacksonville	July 16	tirely
	July 26	10000
Due Saturday, July 30		its m
CeluleLiverpool	July 72	the s
Imbria Liverpool	July 23	bull
Excelsior New Orleans .	July 24	
Due Sunday, July 31.		it int
La Champagne	July 28	may
City of Columbus Savannah	July 29	rant
Due Monday, Aug. 1.		
Vinnehale Due monday, May. 1.		dulne
Minnehaha London	July 23	ende
RyndamRotterdam	July 28	Gene
h toonland Antwerp	July 28	
Turnessia	July 21	vanc
Philadelphia	July 22	bull
roteus	July 27	

#### GOSSIP OF WALL STREET.

Western houses were heavy sellers of the general market yesterday, not only houses related to the Western element that has been so prominent of late on the bull side, but others Pittsburg connections, for example, were large sellers of Steel preferred, as they have large sellers of Steel preferred, as they have been in the past on all declines. At 59 Steel preferred showed a decline yesterday of 4½ points from the high price on Monday. This is the most violent movement but one that has ever occurred in the stock. Up to a certain point yesterday the canacity of the tain point yesterday the capacity of the market for taking stocks, the selling being so general and imperative, was favorably commented upon by some observers; but there was a considerable buying power in the short interest alone, and as that diminished the weakness of the market increased for lack of other support. The opinion of traders of average shrewdness after the close E. B. TUSTIN. Treasurer. yesterday was that in the absence of a real war scare the market might be expected today to have a moderate recovery. There was real selling yesterday, brokers said, on the lowest prices. Traders were on top of the market all day, being particularly ag-gressive in the stocks of which the Western holdings were supposed to be heaviest, and the more stocks they succeeded in bringing

There was a much increased borrowing demand for stocks in the loan department yesterday afternoon. Steel preferred was the stock in greatest demand. It loaned at % of 1 per cent. The general demand ran largely to the international stocks, and the international houses again were heavy borrowers. It is supposed that they are borrowing stocks against the arrival of certificates from London. That would mean a technical short interest.

The heaviest selling from any one quarter

out the greater efforts they put forth to get

yesterday forenoon was that done ostensibly on orders from London. The internationa houses were heavy sellers of such stocks as Atchison, Union Pacific, Southern Pacific and Steel preferred. Their selling of Atchison alone was estimated at 10,000 shares After the close of the London market a feeble rally occurred here, but the floating supply of stocks had been so increased that the bear element found it feasible in the afternoon to depress prices further by the expedient of offering cheap stocks. When bearing the of offering cheap stocks. market the late Addison Cammack used to say to his brokers: "Sell 'em to them cheap Give 'em to them as cheap as they wan The quotations received from the American quarter of the London market at the hour of the opening here ranged from 14 to 14 below New York parity. One of the few exceptions was Steel preferred, which was quoted % above Tuesday's closing price The international houses, however, were heavy sellers of Steel preferred on this market. It was supposed that a good deal of this London selling had been "ordered" from New York.

The transfer books will close on Saturday Aug. 6, for this dividend on Steel preferred and the stock, therefore, will sell ex dividend on Friday, Aug. 5. The last bear cam-paign in Steel preferred began immediately after the stock sold ex dividend. A featur of vesterday's selling of the stock was the heavy sellers on previous declines, notably Hollister & Babcock, Shearson & Hammill, and Raymond, Pynchon & Co. Traders helped to sell the stock down yesterday Clinton Miller was reported from the floor to be selling small amounts of it as low as he could. Wormser also sold and offered it down, continuing the same tactics here and elsewhere around the room that he has been following for more than a week. Field was conspicuous at times for offering stocks in large blocks, but he appeared also to be buy-ing quietly, and those who tried to make out what he was doing thought that perhaps he was covering a line of shorts.

The position of the Western bull element was the subject yesterday of much speculation. The impression on the Stock Exchange seemed to be that it had been unable even vel to get out of all of its stocks. It was the congestion of speculative holdings in this quarter that caused several prominent proessional operators to turn on the market a week ago. For more than a week Wormser, for one, has been steadily selling and offering was openly bulling. He did this even in Louisville and Nashville, on which stock there could be very little doubt as to the position of the Gates crowd. Opposition to the Western contingent did not develop until it became evident that the big interests who started the market up had distributed their stocks and retired.

"As for the miscellaneous talking one does in Wall Street," said an old and cynical trader the other day, "one had better be wrong all the time and keep company with the great majority, which is always wrong, than to be right without company and oppose the prevailing sentiment. If you have been wrong on the market you are not blamed by those with whose views you have co-incided, because they have been wrong, too, and instead of upbraiding you they say: 'Well, it looked that way to us, too. We were right, but conditions were against us.' But, on the other hand, if you have been right on the market you have been in the minority; the chances are, indeed, hat you have been entirely alone in your little circle, and instead of giving you credit for any superiority of judgment your friends concede with a very ill grace that by some ac-cident you were right, but find a thousand reasons why you should have been wrong and why they should have been right, and for a long time you and your views have an

ecently made up a table showing, in percentages, the increase of employment in seventeen different branches of activity seventeen different brainings of activity from 1880 to 1900. The largest increase had been in street railway employment—520.90 per cent. Employment as "officers of banks and corporations" showed the next largest increase, viz., 386.66 per cent., and the third largest increase was in the number of bankers

and brokers-283.70 per cent. in twenty years Of the chronically involved state of Daniel Webster's personal finances many legends are affectionately perpetuated. It is related how, when a certain obligation became very pressing, he would succeed in negotiating s fresh promissory note with the proceeds of which to satisfy the previous creditor, and how then, wiping his forehead, he would exclaim with profound relief: "Thank God, that debt is paid!" But his ideas of finance were apparently no more naive or artless than those of some modern financiers. Only a few days ago one of the smaller railroad companies issued certificates of fresh in-debtedness, with the proceeds of which to satisfy pressing claims, classified as a float-ing indebtedness, and shortly afterward the president prefaced an optimistic interview by saying, with evident relief: "Now that our floating indebtedness has been liquidated.

Until Tuesday of this week the tendency of market was to become dull on slight recessions as often as the bullish man-tion flagged, and advocates of a further ance pointed to that as a very favorable tent. It signified to others that after onsiderable advance the activity was upon it as an unfavorable indication is sometimes attributed to the late Jav d, which says that it is dangerous to sell ill market short. To the experienced ator dulness may mean one thing under ain conditions and another thing enunder other conditions. To interpret eaning correctly, it is necessary to know peculative temper of the public. After a party has carried the market as far as originally to go with it, the public continuing the campaign, and in that case ess at the point where the original plans of will be followed by a further advance.

# Greene Consolidated Gold Co GLEAN Stages Village. Becaut, Toe House, The Stages Village, Sare, Native Hawalias Singers. Two grand oncerts daily. Magplacent follage, Rare placent follage, Rare visaling on the Consequence of the Consequenc

Incorporated Under Laws of West Virginia.

PENANCIAL.

Capitalization, \$5,009,000

SID COUNTY SEED

Full Paid and Non-Assessable.

W. C. GREENE, President.

M. L. SPERRY, Vice-President. SCOTT WHITE, Assistant Treasurer. GEORGE S. ROBBINS, Secretary. JOHN H. MARTIN, Assistant Secretary.

#### DIRECTORS:

W. C. GREENE, E. B. TUSTIN. P. MELIODON ALFRED ROMER. JNO. H. MARTIN, C. LE PLUS.

BIRD S. COLER, GEO. S. ROBBINS. W. E. D. STOKES, EMIL BEROLZHEIMER, HENRY OLLESHEIMER, J. B. SHOWALTER, J. DUGUE DE LE FAUCONNERIE, LOUIS A. DUNHAM,

H. E. HUNTINGTON. M. L. SPERRY, H. F. BLOUNT EPES RANDOLPH, CHARLES M. SHANNON, SCOTT WHITE. MYRON M. PARKER.

# 50,000 Shares at \$10 Per Share.

Pursuant to order of the Directors of the Greene Consolidated Gold Company, 50,000 shares of the Treasury Stock of the company is offered for sale at par, \$10 per share, payable one-half cash with subscription, balance on October 1st, 1904.

The property of the Greene Consolidated Gold Co. is situated thirty miles southwest of Cananea, Sonora, Mexico, and consists of 2,559 pertenencias, or 6,320 acres, running fourteen miles along the channel of the San Domingo River, together with the bench gravels adjacent, and is one of the largest and richest gold deposits in the world. A complete plant, with capacity for handling four thousand cubic yards of gravel per day, is row on the ground and being erected. The plant will be in operation in October, 1904, and should show net earnings of at least one hundred and fifty thousand dollars per month. The property is entirely paid for. Titles are direct from the Government, and are perfect. No bonds or preferred stock, and no indebtedness outside of current monthly ex-

The sale of this block of Treasury stock will furnish funds sufficient to finish the erection of the plant and leave fifty thousand shares of stock in the treasury for reserve. The capitalization is very low in proportion to intrinsic value, as the extent and value of the property will enable it to pay large and continuous dividends for many years to come. The management is in the hands of conservative, practical business men of the highest

The President of the Company, Mr. Wm. C. Greene, is a practical miner of many years' experience in actual mining, knowing what to do and how to do it; who has personally owned the property for many years, and who is entirely familiar with all the conditions to be encountered. The management guarantees that the property will be worked as a legitimate investment proposition for the benefit of stockholders, and full information to stockholders will always be given, as has been done by the Greene Consolidated Copper Company-which is under the same management.

Subscription Blanks, Prospectus, Maps and further particulars, will be sent on application. Subscription books will be opened at the offices of the company, 24 Broad street, New York; Mechanics' National Bank Building, St. Louis, Mo., and at the French-American Banking and Development Company, 37 Boulevard Haussmann, Parls, France, at 10 o'clock A. M. on Monday, the first day of August, and close at 3 o'clock P. M. on Wednesday, August 10. Subscriptions will be allotted pro rata in case of oversubscription. One-half of the amount of subscription must accompany application, balance payable on October 1st, 1904.

Make all checks payable to the order of QEO, S. ROBBINS, Secretary, 24 Broad Street, New York, or JOHN H. MARTIN, Assistant Secretary, Mechanics' National Bank Building, Broadway and Locust Street, St. Louis, No.

TRANSFER AGENT, N. Y., North American Trust Co.

REGISTRAR, N. Y. N. Y. Security & Trust Co. REGISTRAR, ST. LOUIS. Mercantile Trust Co.

DEPOSITORY, N. Y. Guardian Trust Co.

DEPOSITORY, ST. LOUIS. Mercantile Trust Co.

### WHY THEY FAIL.

Many mining companies are unsuccessful in the sense that they are a source of loss instead of profit to the investor. The reason is not so much the fault of the mines as of the methods of promotion. Many mines become great successes after the companies that started to develop them have gone to their last account. They failed, not because of bad mines, but of bad methods. The same mines succeed when better methods are employed. The United Verde Copper Company, whose stock is now worth \$300 a share, once came so near to a failure that the stock sold for fitty cents.

The principal cause of failure—the rock on which most mining organizations go to pieces—is the greed of the promoters. They fail to raise the money needed to make the property remunerative because they try to grasp too much for themselves—to keep too large a share of the stock for mine owners and promoters and give too little to the people who furnish the money needed to make it all valuable. In the effort to grasp too much they lose everything.

The Cepete Mining Cempany is a conspicuous exception. It has a great property, endorsed and recommended by some of the best experts and scientists in the world. It has developed this property so as to show ore bodies vast in magnitude and of great richness and value. It has equipped it with smelter, water works, machinery, etc., so that it is not far from the producing, self-sustaining and dividend-paying point, and it is in every way on the road to a great and continuous prosperity.

And yet it is selling its stock at a price which represents but little more than the cost of the actual betterments upon it.

The purchaser of the stock virtually gets his interest in the property thrown in and pays only his share of the cost of development.

ment.

It is the fairest and most liberal treatment that has ever been received by stockholders in any enterprise since stockholding began. As a result the best of investors who know when they are well treated are interesting themselves in the enterprise and buying more and more of its stock, and as an inevitable result the price of the stock is steadily going up and the stockholders' holdings constantly becoming more valuable.

Write for further particulars. MYRA B. MARTIN, Secretary, 27 William Street, New York.

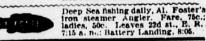
PROPOSALS.

CONSTRUCTION OF QUARTERMASTER'S STOREHOUSE at Philadelphia, Pa.—Headquarters U. S. Marine Corps, Quartermaster's Office, Washington, July 26, 1904.—Sealed Proposals, in duplicate, will be received at this office until noon on August 18, 1904, and then be publicly opened, for the construction at Philadelphia, Pa., of a building to be used for manufacture of clothing and storing of supplies and office of assistant quartermaster. Plans and specifications may be examined at this office and the office of the Assistant Quartermaster, 1116 South Broad Street, Philadelphia, Pa. Copies may be obtained of the architects, Rankin, Kellogg & Crane, 1012 Walnut Street, Philadelphia, Pa. upon order of the Quartermaster, to whom applications must be addressed. The right is reserved to reject any or all bids and to walve Informalities. F. L. DENNY, Colonel, Quartermaster, U. S. Marine Corps.

FORT WADSWORTH, N. Y., July 27, 1904.—
Sealed proposals for building ward wing on hospital at post will be received until 10 A. M., Aug. 12, 1904. Information furnished on application. U. S. reserves right to accept or reject any proposal or any part thereof. Envelopes containing proposals should be indorsed "Proposals for building ward wing," addressed Lieut. GEO. L. HICKS, Jr., Q. M.

U. S. ENGINEER OFFICE, Galveston, Tex., July 25, 1904—Scaled proposals, in triplicate, for construction of sca wall at Galveston, Tex., will be received here until 1 P. M., August 24, 1904, and then publicly opened. Information furnished on application. EDGAR JADWIN, Capt., Engrs.

EXCURSIONS.



When your activity begins to leave it, that is usually a sign that your public is no longer responsive. The thing to do then is to let your market go down. It is the same on the other side. You can bear a market so long as you can keep it active. When the activity ceases it is a sign that the liquidation has ceased, at least temporarily, and then, if there is nothing to start fresh liquidation, you had better stop. Dulness after a long decline is a pretty sure indication that on that level the market is sold out. You may put down individual stocks, one after another, or two or three at a time, but you haven't the market Minnehaha London July 23
Ryndam Rotterdam July 28
Ryndam Rotterdam July 29
Ryndam Rotterdam July 29
Ryndam Rotterdam July 29
Ryndam Rotterdam July 29
Liprossia Glasgow July 21
Proteus Rew Orleans July 27
Proteus Rew Orleans July 27
El Valle Galvesten July 28

dulness at the point where the original plans or three at a time, but you haven't the market with you. Dulness after an advance often means just the reverse. You may then continue to put up first one stock and then another, but if you can't build the market up behind you it's no use."

## IRON STEAMBOAT CO. CONEY ISLAND They cannot burn! They cannot sink!

Including Admission STEEPLECHASE PARK ) 25c.

Including Admission Trip STEEPLECHASE PARK TICKETS. LUNA PARK and Leave FOOT 22D ST., North River, 9:00, 10:00, 11:00 A. M., 12:00 M., 1:00, 1:45, 2:30, 3:15, 4:00, 5:00, 6:00, 7:00, 8:00, 9:00 P. M.

7:00, 8:00, 9:00 P. M. Leave Pier (New) No. L. Haif hour later. North River. Leave NEW IRON PIER, Coney Island, 10:40, 11:40 A. M., 12:40, 1:40, 2:40, 3:25, 4:10, 4:55, 5:40, 6:40, 7:40, 8:40, 9:40, 10:40 P. M. 8:40, 9:40, 10:40 P. M.

STEAMER TAURUS will make trips every day TO FISHING BANKS. Leave E. 31st St. 7:30 A. M.: Pler (New) No. 1, N. R., 8:20 A. M. Balt and tackle on board. Fare: Gentlemen, 75c.; Ladles, 50c.; Children, 25c.

SPECIAL EXCURSIONS TO Rockaway Beach. STEAMER CYGNUS,

OF IRON STEAMBOAT FLEET.
Thursday July 28th.
Friday July 29th.
Leave foot 22d St., North River, 11:15 A. M.; Pler
(New) No. 1, North River, 11:46 A. M.
Returning Leave Rockaway Beach 5:30 P. M.
Round Trip Tickets 50 Cents
Children 50 Cents

Dreamland TRIP BOATS 25 TO CONEY ISLAND,

Including Admission to DREAMLAND Four largest steel steamers aftoat, including the Dreamland," "St. John's," "Grand Republic," and Rosedale."

Leave W. 129th St. every hour, 9 A. M. to 8 P. M. Leave W. 22d St. hourly on the half hour, 9:30 A. M. to 8:30 P. M. Leave Battery every hour, 10 A. M. to 9 P. M. M. to 9 B. M.
Last boat leaves Dreamland 11 P. M.
Round trip from W. 129th St., 80 cents.
Round trip from W. 22d St. and Battery, 26 cents.
Including admission to Dreamland.

\$1.00 EXCURSIONS EVERY SUNDAY ERIE RAILROAD

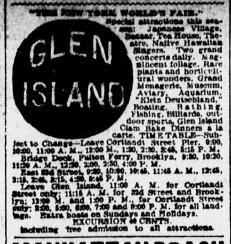
SHOHOLA GLEN.

in the Blue Mountains, one hundred and seven alles from New York, on the beautiful Delaware Express trains leave W. 23d St. 8.55 and 9.28; Chambers St. 9.00 and 9.30; Jersey City 9.15 and 9.48 A. M. Returning, leave Shohola 4:30 and 5.15 P. M. GREENWOOD LAKE GLENS \$1.00—or, with Dinner at Casine, \$1.50. Special express train leaves West 23d St. 9.40. Chambers St. 9.45, Jersey City 10.00 A. M. Return-ing, leave Glens 5.00 and 6.58 P. M.

SEEING Cliffon around New York are abNEW YORK solutely devoid of danger—sail of
YACHT Pler, at 10 A. M. and 2:30 P. M.
AND Reund Trip, \$1.60. Expert lec.
AUTOurer points out a thousand pointa
of interest en route. Yacht tickets
for sale at all Hotel Newstands.
"Seeing New York Automebiles,"
Downtown trip, \$1.26.
Uptown trip, \$1.50. The ONLY Starting
Point Fifth Avenue Side Flatiren Building.
Tel. Calls, 4944—4945 Gramercy.

\*\*\*\*\*\*\*\*\*\*\* NEWPORT \$1.50 EVERY SUNDAY.

L. I. R. R. AND FAST NORWIGH LINE
STEAMER "CHESTERW. CHAPIN." Special
express train will leave foot of E. 34th st., N.
Y., 8:20 A. M. Tickets on sale at L. I. R. R. ticket
offices commencing on Friday. Right is reserved to postpone the excursion and redeem
tickets.
Staterooms, music and refreshments on steament



Via L. I. R. R.: Leave N. Y., foot of E. 34th st. 5:20, 6:50, 7:40, 6:20, 11:00 A. M., 12:10 (12:40 Race Days), and half hourly from 1:10 to 3:40, 4:20, 5:10, 5:50, 6:40, 7:10, 7:40, 8:10, 8:40, 9:30 and 10:50 P. M. Trains stop at Manhattan Crossing (E. N. Y.) about 25 min. after 34th st. time. Separate table Sunday.

Via B. R. T. ELEVATED TRAINS: Leave Brooklyn side of Bridge 8:50, 9:15 A. M. and half bourly from 4:40 to 6:40 P. M. Leave N. Y. (Park Row) half hourly from 9:36 A. M. to 8:36, and 4:01 P. M. and 7:06 to 10:36 P. M. Separate table Saturday.

Via 38TH ST. (BROOKLYN) FERRY: Leave Whitehall st. 7:00 A. M., and every minutes to 9:40 P. M.

ROCKAWAY BEACH VIA LONG ISLAND RAILROAD. Trains leave N. Y., foot E. 34th st., week days, 5:40, 6:20, 8:20, 9:20, 10:30, 10:50 A. M.; 12:50 (1:20 Saturdays only), 1:50 (2:20 Saturdays only), 2:50 (8:30 Saturdays only), 4:30, 5:30, 6:40, 7:20, 8:00, 9:20 (9:50 Saturdays only), 10:30 P. M., 12:00 midnight.

# New Mountain 75° Excursions Excursion Resort 75° Excursions

OLD FASHIONED COUNTRY DINNER, 50c. VALLEY

Special Train leaves West
23d St. 8:55 A. M.: Cortlandt and Desbrosses Sts.
9:00 A. M.: Fulton St.,
Brooklyn, 8:45 A. M.: Jearsey
City (Benna St.) 9:20 A.

R. R. City (Penna. Sta.), 9:20 A. M.; Newark, Market St., 9:36 A. M. WEST POINT, NEWBURGH &

**POUGHKEEPSIE** 

UP THE PICTURESQUE HUDSON Grand Daily Outings (except Sunday) By Palace Iron Day Line Steamers "NEW YORK" and "ALBANY." From Brooklyn, Fulton St. (by Annes) ... 8:00 A.M.

New York, Desbrosses St. Pler 8:40

West 22d St. Pler 9:00

West 129th St. Pler 9:20

Returning due in New York 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.

STEAMBOATS.

BOSTON AND POINTS IN NEW ENGLAND FALL RIVER LINE for Newport, Fall River, Boston and all Eastern and Northern Points, Steamers PRISCILLA and PURITAN. Orchestra on each. Leave Pier 19, N. R., foot of Warren St., week days and Sundays at 5:30 P. M.
PROVIDENCE LINE for Providence, Boston, North and East. Steamers PLYMOUTH and PILIGRIM. Orchestra on each. Leave Pier 18, N. R., foot Murray St., week days only at 6 P. M. NORWICH LINE for New London, Block Island, Stonington, Watch Hill, Narragansett Pier, Worcester, Boston, North and East. Strs. CITY OF LOWELL & CHESTER W. CHAPIN Lve. Pier 40, N. R., ft. Clarkson St., week days only 6:00 P. M. NEW HAVEN LINE for New Haven. Springfeld and North. Week days. Steamer RICHARD PECK Ivs. Pier 20, E. R., 2:36 P. M.; foot E. Bist St., 3:00 P. M. Steamer NEW HAMPSHIRE Ivs. Pier 20, E. R., 2:36 Foot E. Sits tst., 3:00 P. M. Steamer NEW HAMPSHIRE Ivs. Pier 20, E. R., 2:35 Foot E. Sits tst., 3:00 P. M. Tickets and staterooms all Lines, at 113, 261, 673, 1185, 1364 Broadway, 25 Union Square, 182 5th Avenue, 273 W. and 153 E. 125th Street, New York: 4 Court, 800 Fulton Street, 300 Broadway, Brooklyn, and at Piers.

Hudson River by Daylight.

Palatial steamers "NEW YORK" and "ALBANY" of the Hudson River Day Line, fastest and finest river boats in the world.

Leave Brooklyn, Fulton St. (by Annex)... 8:00 A.M.

Desbroases St. Pier... 8:40

West 22d St. Pier... 9:00

West 129th st... 9:20

Leaving Desbrosses St. at 3:15 P. M. (Saturdays, 1:45 P. M.); W. 22nd St. 3:30 P. M. (Saturdays P. M.); 129th St., on Saturdays only, 2:20 P. M. For Highland Falls, West Point, Cornwall, Newburg, New Hamburg, Milton, Poughkeepsle, Esopus Rondout and Kingston. Orchestra on board.

# BY SEA TO MAINE

PORTLAND LINE, IS A COOL, REFRESHING SHORT OCEAN VOYAGE. White Mountains. Bar Harbor, Halifax, easily reached from Portland. Round trip tickets limited for use within ten days, 87.00 each. Illustrated descriptive booklet containing list of tours, summer boarding houses and hotels in this healthful territory, free at ticket office, 290 Broadway, cor. Reade St., and Pier (New) \$2. East River, New York, or by mail. Telephone, 1200 Orchard.

New Jersey Central Hook

Boats leave at 9.00

10.00, 11.00 A. M. and
10.00 I.M. 10.00 I.M. 10.00

Book

Route | New Jersey PromPters, Post Resorts Coast Resorts

## Catskill Evening Line.

For Catakill and Catakill Mountain Points, Hudson and the Berkshires, Carsackie and way landings. Steamer KAATERSKILL or ONTEORA week days, 6 P M., from Christopher St.; 7 P. M. from West 128th St.

Extra boas (ONTEORA) Saturdays, 1:30 from Christopher St.; 1:30 from West 129th St., for Catakill. Hudson, by annex, and Malden.

Special trains for Cairo, Palenville, Otts Summit, Haines Corners and Tannersville.

Dining Rooms on Main Deck.

Illustrated Folder Mailed Free.

NEW YORK—ALBANY
NEW C. W. Morse. Salling, on odd
dates in July, and Adirendack.
ALTERNATING BAILY AND SUNDAY.
SPLENDID ACCOMMODATIONS. ORCHESTRA.
Leave Pier 21, N. R., foot of Canal St., 6 P. M. Direct rail connection at Albany with express trains to all points. Send 10c. for C. W. Morse Souvenir,
Excursion Booklet, 2c. stamp.

"City of Troy" or "Saratoga" leave Pier 46, R. West 10th St. Dally (except Saturday), at M. Sunday STEAMERS TOUCH AT AL-VY. Direct railroad connections made at Troy all resorts North and East. Phone 1208—Spring.

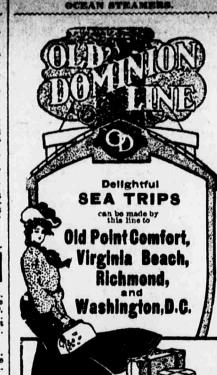
Dining-rooms on Main Deck. Searchlight.

Excursion: Troy, \$2.50. Saratoga, \$4.50. Lake George, \$6.50; Wilmington, Vt., \$5.60. Send for Booklet Excursion Tours. PATTEN LINE

50c.—LONG BRANCH AND BACK.—50c. 80c.—ASBURY PARK AND BACK—80c. WEEK DAYS: Leave Bloomfield St., N. R. (3 blocks below W. 14th St., Ferry) 8:00, 8:55, 11:00 A. M., 2:40 P. M. Saturday—8:00, 8:55 A. M., 12:45, 2:40 P. M. Lv. Battery 8:36, 9:20, 11:30 A. M., 3:10 P. M. Saturday—8:35, 9:20 A. M., 1:15, 3:10 P. M.

express train will leave foot of E. 34th st., N. Y., 8:20; Brooklyn, F. B. ave., 8:15; Bedford, S. 20 A. M. Tickets on sale at L. I. R. R. ticket offices commencing on Friday. Right is reserved to postpone the excursion and redeem tickets.

Steamers leave Pier 13, E. R., N. Y., near Wall st., week days, except Saturdays, 5:30 P. M.; Saturdays, 1 P. M. MONDAYS, EXTRA TRIP, 8 A. M., FOR SAG HARBOR.



OLD DOMINION LINE, For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sall from Pier 60, N. R., foot Beach st., every week day at 3 P. M. H. B. WALKER, Vice-President & Traffic Manager.

AMERICAN LINE.

PLYMOUTH—CHERBOURG—SOUTHAMPTON. Sailing Saturdays, 9:30 A. M. Pler 16, N. R. New York... July 30 Philadelphia... Aug. 1 8t. Paul... Aug. 6 Germanic... Aug. 2 ATLANTIC TRANSPORT LINE. NEW YORK—LONDON DIRECT.
MINNETONKA.....JULY 30, 7:30 A.
MINNEHAHA.....AUG. 6, NO

RED STAR LINE. 

WHITE STAR LINE. NEW YORK—QUEENSTOWN—LIVERPOOL.
Salling Wednesdays and Fridays. Pler 48, N. R.
Arabic. ... July 29, 6 A.M. | Bailtc. ... Aug. 10, 4 P.M.
Teutonic. Aug. 3, 10 A.M. | Majestic. Aug. 17, 10 A.M.
Ceitic. ... Aug. 5, noon (Cedric. ... Aug. 19, noon
NEW SERVICES FROM BOSTON.

MEDITERRANEAN AVIA
GIBRALTAR, NAPLES, GENOA.
ROMANIC Sept. 17, Oct. 29, Dec. 3
CANOPIC Oct. 8, Nov. 19
1st Class 505 upward, depending on date.
Passenger ofness, 9 Broadway.
Freight Offices, Whitehall Bidg., Battery Place.

Hamburg-American. Saint-Weekly Twin-Screw Service.
FOR PLYMOUTH, CHERBOURG, HAMBURG.
Mottke, July 28, 10 AM ||Patricla, Aug. 18, 11 AM.
Bulgaria, July 30, 7AM Hamburg, Aug. 18, 11 AM.
Deutschl'd.Aug. 4,10AM |Phonicla. Aug. 20, noon
|Pennsylvania.Aug. 6,10 in 'Bluecher.Aug. 25, 10 AM.
'Grillroom and fGymnasium on board.
||Will call at Dover for London and Paris.

Mediterranean Service. New York—Naples—Genoa. By superb New Twin-Screw Steamers. First Cabin, \$60 and \$75 Upward. According to Season.

HAMBURG-AMERICAN LINE.

Offices, 35 and 37 Broadway. Piers, Hoboken,

NORTH GERMAN LLOYD S. S. CO. PLYMOUTH—CHERBOURG—BREMEN.
Wm. II., Aug. 9, 1 PM | K Wm. II. Sept. 6, 12:30 PM alser... Aug. 16, 10 AM | Kaiser... Sept. 13, 10 AM | ronprinz. Aug. 28, 1 PM | Kronprinz. Sept. 20, 1 PM | OELRICHS & CO., 5 Broadway, N. Y.

GLASGOW VIA LONDONDERRY.

Anchorla. July 30, noon | Ethiopia. .Aug. 13, noon Furnessia. .Aug. 6, noon | Columbia. Aug. 20, 2 PM First saleon, \$50 and up. Second saleon, \$55 and up; third class, \$18 and \$14. For illustrated Book of Tours apply to HENDERSON BROTHERS, 17 and 19 Broadway.

HOLLAND-AMERICA LINE 

Holland-America Line, 39 B'way, N. Y. Maliery S. S. Lines From N. Y.
Delightful ocean voyages to ports
of Texas, Georgia, Florida. Tickets
to Texas, Colorado, Mexico, California, Florida, Alabama.
Tourist tickets a specialty.
Send for Book, "Southern Trips."
C. H. MALLORY & CO., Pier 20, E. R., N. Y.

RAILROADS. BALTIMORE AND OHIO RAILROAD

ROYAL BLUE TRAINS

"EVERY OTHER HOUR
ON THE EVEN HOUR."

TO BALTIMORE and WASHINGTON
Leave South Ferry 5 infinates carlier.
Lv. Liberty street, 8:00 am, Except Sun, Buffet,
12:00 noon, Dally, Diner.
12:00 noon, Dally, Diner.
12:00 pm, Dally, Diner.
7:00 pm, Dally, Diner.
7:00 pm, Dally, Buffet,
12:15 right, Dally, Sleepers.
SPLENDID TRAIN SERVICE
THROUGH TRAINS TO THE WEST.
Lv. New York City, South Ferry, Liberty St. Dally, Chicago, Pittsburg, 12:10 nt.
Chicago, Celumbus, 1:35 pm, 2:00 pm, Diner,
Pittsburg, Cleveland, 3:55 pm, 4:00 pm, Lim'd
"Pittsburg, Cleveland, 3:55 pm, 4:00 pm, Lim'd
Cincinnati, St. Louis, 9:55 am, 10:00 am, Diner
Cincinnati, St. Louis, 9:55 am, 10:00 am, Diner
Cincinnati, St. Louis, 9:55 am, 6:00 pm, Diner
Cincinnati, St. Louis, 9:55 am, 6:00 pm

Lackawanna Railroad. leave New York, foot Barclay and Christopher Sta.

18:00 A.M.—For blinghamton and Syracuse.

10:010 A.M.—For Buffalo, Chicago and St. Louis.

11:30 P.M.—Pocono Mt. Special.

11:40 P.M.—For Buffalo and Chicago.

14:40 P.M.—For Buffalo and Chicago.

16:10 P.M.—For Buffalo and Chicago.

16:10 P.M.—For Buffalo, Syracuse, Richfield Spiga.

2:00 A.M.—For Chicago—Steepers open at 9 P. M.

Tickets, 149, 429, 1185, 1434 Broadway, N. Y., 330

Fulton st., Brooklyn. Dally, Texcept Sunday.

xThursdays, Fridays and Saturdays.

NEW YORK ONTARIO & WESTERN RY Lvs. Frankili St. Local Train. Lvs. W. 42ad 13:15 A.M. Local Train. Lvs. W. 42ad 7:45 A.M. Day Express to Oswego 8:00 A 9:05 A.M. Liberty Express. 9:15 A 11:40 A.M. Liberty Express. 12:00 no 12:00 noon. Express to Norwich. 12:16 P 12:45 P.M. Saturdays to Rockland 1:00 P 8:00 P.M. Ellenville and Kingston. 3:15 P 8:25 P.M. Express to Rockland 3:45 P 15:40 P.M. Western Express. 16:00 P Saturdays only 1Dally Balance except S day. Parlor car seats at 425 Broadway only.

STEAMBOATS. JOY LINE. PROVIDENCE, \$2.00 EVERY WEEK DAY

\$3.00 BOSTON,
DIRECT S3.00 from New Pier 19, East River, foot of Peck Site,
MOST DELIGHTFUL TRIP IN AMERICA
From Pier 35, East River. Phone 600 Orchard. River Landings. Write for illustrated folder. BOSTON,

RAILEGADA. "AMERICA'S GREATEST RAILBOAD." & HUDSON RIVER R. R. THE SIX-TRACK TRUNK LINE

THE SIX-TRACK TRUNK LINE

Trains depart from Grand Central Station, and street. New York, as below:
North and west bound trains, except those leaving at 8:30 A. M., 2:45, 3:30, 11:30 P. M., will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10 A. M.—MIDNIGHT EXPRESS.
7:50 A. M.—IADIRONDACK & 1000 IDS. SPL.
8:30 A. M.—EMPIRE STATE EXPRESS.
8:46 A. M.—IADIRONDACK & 1000 IDS. SPL.
10:20 A. M.—EMPIRE STATE EXPRESS.
8:46 A. M.—IADIRONDACK & 1000 IDS. SPL.
10:20 A. M.—EXPOSITION LIMITED.
10:20 P. M.—SOUTHWESTERN SPECIAL.
10:20 P. M.—PACIFIC EXPRESS.
10:20 P. M.—SOUTHWESTERN SPECIAL.
10:20 P. M.—SOUTHW

(New York Central & Hudson River R. R., Lessee.)
Trains leave Franklin st. Station, New York, as
follows, and 15 min. later foot West 42d st., N. R.
9:40 A.M.—Catskill and St. Louis Limited.
112:45 P.M.—Rip Van Winkle Flyer.
1:09 P.M.—Cont. Lim. for Detroit, Chi. & St. Louis.
13:28 P. M.—Ulster Express.
19:29 P. M.—Ulster Express.
19:20 P.M.—For Roch., Buffalo, Clevel'd & Chieago,
18:00 P.M.—For Roch., Buffalo, Detroit & St. Louis.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:46 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:47 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:48 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:49 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:49 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:40 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:40 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:40 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:40 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:41 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:42 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:43 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:44 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi.
19:45 P.M.—For Syra, Roch., Nia. Falls, Det. & Chi

NEW YORK, NEW HAVEN & HARTFORD R. R.

Trains depart from Grand Central Station, 42d
St. and 4th ave., as follows, for—
BOSTON, via New London and Providence—15:06,
17110:00, \*\*1010:02 A. M., 1711:00, \*\*1110:08, \*\*118:00,
17110:00, \*\*118:001, \*\*112:00 P M.

BOSTON, via Hartford and Willimantic—178:06
A. M., 12:00 P. M. Worcester via Putnam.
BOSTON, via Springheld—19:00 A. M., 1712:00, \*16:00,
\*\*11:00 P. M.
FITCHBURG, via Willimantic, Putnam and Worcester—178:00 P. M.
LAKEVILLE and NORPOLK, 179:15 A.M., 178:20 P.M.
GREAT BARRINGTON, STOCKBRIDGE, LENOX.
PITTSFIELD, via South Norwalk—18:00, \*19:00,
1510:02, \*19:02 to Waterbury A. M., 171:00, \*16:00,
1510:02, \*19:02 to Waterbury A. M., \*171:00, \*14:00,
1510:02, \*19:02 to Waterbury P. M.
Ticket offices at cGrand Central Station and
c128th St., also at c118, c201, 1185, c184 Broadway,
c24 Park place, c25 Union Square, c182 Fifth ave.,
c24 Columbus ave., 649 Madison ave., c273 West
125th st., 153 East 125th St. In Broodlyn, c4 Court
at. 800 Fulton st., 300 Broadway (E. D.)

"Dally, \*Except Sundays,\* (Sundays, asatlurdays only, \*Stops at 125th st. \*2Parlor Cay
Limited,\* #Has Dining Car, cAgencies selling
Parlor and Siceping car tickets also.

O. M. SHEPARD, Gen. Supt.

PEADING SYSTEM NEW YORK, NEW HAVEN & HARTFORD R. R.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

Liberty Street and South Ferry (Time from South Ferry interminutes earlier than shown below.)

EASTON, BETHILEHEM, ALLENTOWN AND MAUCH CHUNK—24.90 (7:15 Easton only),

9:10 A. M., 1:20, 4:40, 5:90 (6:45 Easton only) P. M.

Sundays 24:25 A. M., 1:90, 5:30 P. M.

WILKESHARRE AND SCRANTON—24:90, 9:10

A. M., 5:90 P. M. Sundays, 24:25 A. M., 1:90 P. M.

LAKEWOOD, LAKEHURST, TOMS RIYER

AND BARNEGAT—24:90, 9:40 A. M., 21:30

(8:40, Lakewood and Lakehurst only), 4:20 P.

M. Sundays, 9:40 P. M.

ATLANTIC CITY—9:40 A. M. 18:40 P. M.

VINELAND AND BRIDGETON—12:400 A. M., 21:30 P. M.

LONG BRANCH, ASBURY PARK, OCEAN

GROVE, POINT PLEASANT AND SEA
SHORE POINTS—24:50, 8:30, 1:30 A. M., 1:20, 2:45, 3:30, 3:53 (except Long Branch, 4:46), 4:53, 6:50, 6:50, 1:50 P. M. Sundays, except Ocean

Grove, 9:15 A. M., 1:20, 4:90, 8:30 P. M.

PHILADELPHLA — (READING TERMINAL)—

\*41:25, 17:90, 18:90, 9:90, 11:00, 11:190 A. M., 11:200, 9:90, (1:30), 12:00, 18:00, \*5:90, 16:50, 17:50, 10:00, 10:30 P. M., 112:15 mdt.

24TH AND CHESTNUT STREETS—44:25, 18:90, 10:00, 12:30 A. M., 2:70, 17:20, 10:20, 12:30 A. M., 2:70, 17:20, 10:20, 12:30 A. M., 2:70, 17:20, 10:20, 11:30 Mt.

BALTIMORE & WASHINGTON—8:00, 10:00, 12 NEW JERSEY CENTRAL R. R. \*10:00, \*12:00 A. M., \*2:00, T\*4:00, \*6:30, \*7:00, T\$2:20 P. M., \*12:15 md.

BALTIMORE & WASHINGTON—8:00, 10:00, 12:00, 2:00, 4:00, 6:00, 7:00, 12:15.

READING, HARRISBURG, POTTSYILLE AND WILLIAMS PORT—14:00, 2:25, 48:00, 19:10, (10:00, 11:00 A. M., Reading only), \$\frac{1}{2}\$1:00, \$\frac{1}{2}\$1:00, \$\frac{1}{2}\$1:00, \$\frac{1}{2}\$1:00 P. M.

SANDY HOOK ROUTE—Fr. ft. of Rector St., Pr. 8. Atlantic Hids., Seabright, Monmouth Bch.

Pr. 8. Atlantic Hids., Seabright, Monmouth Bch. and Long Branch, Asbury Park, Pt. Pleasant, 9:00, 10:00, 11:00 A. M., 1:00, 2:00, 8:46, 4:30, 6:30 (8:00 to Asbury Park) P. M. Sundays, 10:00 A. M., 1:00, 4:00, 8:00 P. M. ZFrom Liberty Street only, 'Daily, 'Daily, 'Daily except Sunday, 18 Sunday only, 'Parlor cars only, IVIa Tamaqua. XSaturdays. aExcept Saturdays. Offices: Liberty St. Ferry, South Ferry, 6 Astor House, 261, 434, 1300, 1364 Broadway, 182 Fifth Av., 25 Union Square West, 183 East 125th St., 278 West 125th St., 248 Columbus Av., New Yerk: 4 Court St., 344, 850 Fulton St., B'klyn: 380 B'wsy, Wrnsburg. New York Transfer Co. calls for and checks baggage to destination.
W. G. BESLER, Vice-Pres. and Gen. Mgr. Gen. Pass'r Agt.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortiandt Streets.

Let The leaving time from Desbrosses and Cortiandt Streets is five minutes later than that given below for Twenty-third Street Station.

FOR THE WEST.

7:155 A. M. CHICAGO SPECIAL.

9:155 A. M. ST. LOUIS LIMITED.

23 bours to Chicago.

1:155 P. M. CHICAGO AND ST. LOUIS EXPRESS.

1:155 P. M. CHICAGO AND ST. LOUIS EXPRESS.

1:155 P. M. WESTERN EXPRESS.

1:55 P. M. WESTERN EXPRESS.

1:55 P. M. PACHIC EXPRESS.

1:55 P. M. PITTSBURG SPECIAL.

1:55 P. M. PITTSBURG SPECIAL.

1:55 P. M. PITTSBURG SPECIAL.

1:55 P. M. ST. LOUIS EXPRESS.

1:55 P. M. ST. LOUIS EXPRESS.

1:55 P. M. CHICAGO AND THE SOUTH.

1:55 P. M. ST. LOUIS EXPRESS.

daily.
ATLANTIC COAST LINE.—9:25 A. M., and 9:25
P. M. daily.
SEABOARD AIR LINE:—12:25 P. M. and 12:10 A. M. Adaly.

ORFOLK AND WESTERN RAILWAY.—3:26 P. M. daily.

CHESAPEAKE & OHIO RAILWAY.—7:55 A. M. weekdays, 4:85 P. M. daily.

FOR OILD POINT COMFORT and NORFOLK.

-7:55 A. M. week-days, 8:25 P. M. daily.

ATLANTIC CITY.—9:25 A. M. and 2:25 P. M. week-days.

LONG BRANCH. ASBURY PARK (Interlaken, Sundays), and Point Pleasant, 7:40, 8:36 A. M. 12:25, 12:55 (saturdays only, 2:25, 2:35, 8:25, 4:25 (except Long Branch), 4:55, and 6:35 P. M. week-days.

LONG BRANCH. 12:25 (Saturdays only), 2:25, 2:35, 8:25, 4:25 (except Long Branch), 4:55, and 6:35 P. M. week-days. Sundays, 8:25, 9:25 A. M., and 4:55 P. M. week-days. Sundays, 8:25, 9:25 A. M., and 4:55 P. M. Week-days. Sundays, 8:25, 9:25, 12:55, 2:55, 8:25, 8:25, 4:25 (except Long Branch), 4:55, and 6:35 P. M. week-days. Sundays, 8:25, 9:25, 12:55, 2:10, 2:55, 8:25, 8:25, 4:25 dally. NORFOLK AND WESTERN RAILWAY.—3:26 P. M.

Telephone "545 Circises Cab Service.
Cab Service.
W. W. ATTERBURY.
General Manager.
GEO. W. BOYD.
General Passenger Agent. LEHICH VALLEY. Foot of West 25d A. Cortlandt and Desbrosses Sts. . Daily. † Except Sunday. Sunday changes: 27, 5. dl.15. e7.45. ns.45. zs.45.

THE RUPPALO TRAIN

Tickets and Pullman accommodations at 149, 281, 293, 253, 1241 and 1384 Broadway, 182 5th Ave., 25 Union 84, West, 215 Columbus Ave., N v., 336 & 860 Fulton 84, Court 81, 850 Broadway, & Pf. Fulton 84, Broadway, & Pf.

STEAMBOATS. HARTFORD LINE.